were issued during the years 1985, 1986& January, 1987;

Year	Letters of Intent	Industrial Licences
1985	1457	985 (including 544 COB licences)
1986	1130	618 (including 107 COB licences)
Jan. 1987	50	50 (including 8 COB licences)

(c) and (d) A letter of intent is granted with an initial validity period of one year and further extensions are also granted on adequate justification. After the entrepreneur fulfils the conditions of the letter of intent, the same is converted ino an industrial licence. The initial validity period of an industrial licence is two years within whch the entrepreneur is expected to commence production. However, further extensions beyond the initial validity period of two years can also be granted by the administrative Ministry concerned on genuine grounds. It generally takes about three to four years for an industrial project to fructify. Actual gestation period, however, varies from project to project If the holder of the letter of intent/industrial licence fails to implement the letter of intent/industrial licence. the same is cancelled/revoked.

Pact to produce Trucks with Soviet Collaboration

604. SHRI DINKARRAO GOVINDRAO PATIL : Will the Minister of INDUSTRY be pleased to state :

(a) whether it is a fact that Soviet Union have entered into a pact with an Indian Company to produce 16 tonne capacity truck; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) and (b) No such proposal has been received by the Government.

Project by BHEL for Aircraft Engines

605. SHRI DINKARRAO GOVINDRAO PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Bharat Heavy Electricals Limited has embarked on a project to adopt aircraft engines for its future gas turbines; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF PUBLIC ENTERPRISES IN THE MINISTRY OF INDUSTRY (PROF. K. K. TEWARY): (a) No, Sir.

(b) Does not arise.

Duty Out Light Comercial Vehicles

606. SHRI DINKARRAO GOVINDRAO PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in the 'Hndustan Times' of the 28th December, 1986 captioned 'Duty out on L.C.V.s' (light commercial vehicles) not passed on to consumers'; if so, what are the details thereof; and

(b) the steps Government are taking to provide relief to consumers?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) and ,b) The new light com-

mercial vehicles manufacturers faced severe constraints in the recent past on account of high cost and low production. This situation was aggravated by unforseen and unexpected factors like the steep appreciation of the Japanese Yen, particularly when these units were in the initial phase of commercial production and had not fully absorbed the manufacturing technology. It is in this background Government reduced the excise duty to 10 per cent *ad valorem*, for fuel efficient light commercial vehicles of payload not exceeding 4000 Kgs. It is expected that with fiscal incentives the units would be able to overcome severe financial constraints and achieve the approved indigenisation programme which would make the unity viable. It is also expected that with faster indigenisation, the impact of appreciation of the Japanese Yen would be reduced and the manufacturers would be able to offer reasonable prices to the customer.

SC/ST Judges in Courts

607. SHRI HANUMANTHAPPA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the number of Scheduled Caste and Scheduled Tribe persons in the posts of judges in subordinate courts and various High Courts of the country;

(b) what steps Government propose to take to increase the number of judges belonging to these communities; and

(c) whether Government propose to hold any special recruitment for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H. R. BHARDWAJ): (a) to (c) The complete and up-to-date information is awaited from the State/Union Territory Governments and High Courts.

Responsibility for appointments to the subordinate judiciary is that of the State Governments. As regards the High Courts, the Chief Ministers were addressed to recommend the names of persons belonging to SC/ST while making their recommendations for appointment of judges to the High Courts.

Allotment of Maruti Cars

608. SHRI AJIT P. K. JOGI: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that Maruti Cars are allotted to government officers for their private use, on priority and out of turn basis, if their rank is equal to or above the Additional Secretary to Government of India;

(b) how many allotments have been made to such Government officers indicating their names and ranks; and

(c) if so, what are the reasons for not alloting Maruti Cars to members of Parliament?

THE MINISTER OF STATE IN THE DEPARTMENT OF PUBLIC ENTERPRISES IN THE MINISTRY OF INDUSTRY (PROF. K. K. TEWARY): (a) and (c) Allotment of Maruti vehicles out of manufacturers' quota is regulated in accordance with the guidelines laid down by Supreme Court of India as per enclosed statement. (*See* below).

(b) It will not be an appropriate commercial practice to disclose particulars of transactions between Maruti Udyog Ltd. and its customers.

Statement

As per guidelines laid down by the Supreme Court, allotment of Maruti vehicles out of the manufacturers' quota is to be made in favour of the following categories only:—

I. Any organisation/institution coming within the definition of "State" under Article 12 of the Constitution of India.

II. Any hospital or recognised charitable organisation or educational institutions registered or incorporated under a statute or having recognition under section 80-G of the Indian Income Tax Act, 1961.